

MERCATOR.

From Tuesday, December 15. to Thursday, December 17. 1713.

*The Influence of France on the Spanish Trade farther considered.**Trade influenced by nothing but Profit and Loss.**The Trade between France and Spain incapable of any Union.**No Nations can Embark together in Trade, where there is not a reciprocal Consumption of one another's Produce.**They, who Export all, and Import none, can never engage a Correspondence of Trade.**A Letter to the Mercator, about Marseilles being a Free Port.*

THE *MERCATOR* having proved, as he hopes, to the Satisfaction of impartial Men, how incapable the French appear'd in Spain, during the late War, to support the Spanish Commerce, and how they could neither take off the native Produce of Spain, or supply the ordinary Demands of Spain for Manufactures, no not of that part of Spain, which by its Neighbourhood to France made it most easy for Carriage and Expence; it seems natural to argue from hence, that the French, however they may influence the Politicks of Spain, which is not the Business of the *MERCATOR* to examine, yet will never be able to influence the Trade of Spain to the Prejudice of Great Britain.

The late Author of some Essays on the ordinary Influence of Trade, who has had the general Approbation for his writing on that Subject, says, "That Trade is fullen, and unmoved by any Springs but its own, (viz.) those of Interest and Advantage; That Merchants will abandon every Trade they cannot get Money by, and will push on every Trade they can get by; and it is in vain to make Laws against those two Streams of Commerce."

The Maxim is so solid, its believed no body can refute it; and it may be applied very justly to the present Case: We amuse our selves with the Influence France will have over Spain: The *MERCATOR*, for Arguments sake, grants all, nay more than they can suppose, and says, if Spain were not under French Influence only, but, the Spanish Indies excepted, was actually united to, and made a Province of France, yet the Trade to Spain would be ours; not because the French would not, but because they could not help it: They could not support Spain without it; they could not keep up the Name of their Trade; for they could not consume their Produce, nor supply their Consumption without us.

The Author of a late Tract, intitled, Reasons for putting an End to this Expensive War, published near three Years ago, proposes two Queries on this Head of the Trade with Spain, which were never, as the *MERCATOR* believes, replied to in Publick, as follows:

"1. Will the Trading Interests of Spain and France be ever capable of any Union?"

"2. Can no Treaty of Commerce be so stipulated between the Allies and King Philip, as that our Trade may be kept free and secure, whether from Embargo's, Prohibitions, or Impositions?"

Vid. Reasons, &c. p. 39.

Whoever he was, who wrote those Queries, the *MERCATOR* knows not; but he appears to have penetrated, at that distance of time, into the very Case now in Debate.

Nothing is more evident, than that the Interests of Trade between Spain and France are utterly inconsistent one with another, and incapable of any Union.

No Nations can Unite in Trade, who have not a reciprocal Return to carry on the Traffick to mutual Advantage, and who are not capable to Exchange with one another those mutual Returns. Can you unite a Nation in Trade with another, when it will take off none of its Produce? Shall that Nation pretend to

unite in Trade, which will Export every thing and Import nothing! Let us not amuse and disorder ourselves with imaginary Terrors, and dress up a Man of Straw, and then fight with him! Let any Man find out a way, how the French shall take off the Growth and Produce of Old Spain in Trade, and then something may be apprehended on that Score; but till then, the Spaniards may be French in their Court-Interests if they please, but they will be English in their Trading Interests, as long as the Trade of Europe remains.

It is a strange thing, to see a Sett of People among us endeavouring to put all the Negatives upon our Trade, that they can invent, and to suggest, where we shall Not Trade, rather than where we Shall. It would be a better Service to their Country, if they would join in all the just and reasonable Endeavours of the Government to promote and improve the Trade of the Nation, and propose unanimously such Measures, as may have a rational Tendency to do this.

They see the Dutch and the French respectively diligent and united among themselves, in order to improve and extend their Commerce: We alone are the People, who are fighting with our own Trade, labouring to Chain it down to this and that Port, when it would, by the Nature of it, spread over the whole World. From what evil Fate this Temper proceeds among us, it is not easy to know, nor to what unhappy Issue it may tend; but that it is an immediate Injury to our Trade, and an inexpressible Advantage to the Dutch, our ancient Trading Rivals, That we all find, and they know it but too well, and are not idle in their Improving the Advantages of it; to our Shame and lasting Reproach be it spoken.

The Case of shipping Goods to Marseilles under the General Head of *The Straights*, having sorely gall'd the Enemies of our Trade, and having but one Shift to make use of against it, and that the most wretched empty trifling Evasion, that ever was made use of, (viz.) *That Marseilles is a free Port, and pays no Duties, and therefore forsooth is not in France*; they have called in their Mob to help this out with Noise, because other Force will not do; and one of the Weekly News-Papers is taken up with it this Week. As the *MERCATOR* has always thought it beneath his Readers Trouble to take them up with answering such despicable Stuff, so he does still: But the following Letter being able to make the first Argument more plain, he thinks, they have a full Correction in the Consequence of it.

To the Mercator.

"Since my last Letter to you, there has occur'd two very merry Accidents to confirm the Fraud of the present Traders to France, and to shew you, according to what you said in your *MERCATOR*, No. 8c. how we deceive our selves, when we look in the Custom-house Books for the true Scheme of the Trade to France, which is all swallowed up in the Name of that many-harbour'd Port called *The Straights*. The Case is this:

"The Ship *Thomas and Samuel*, Captain Spooner, Commander, was cleared out of the Port of London

the



the 18th of November for the Straights, as appears from the Custom-house: All the Goods ship'd on board her were Enter'd to the Straights. It is well known she is a Ship of good Force, and between two and three hundred Ton Burthen at least, and was full laden.

‘ Away the Sails for the Straights; No British Merchant so much as suggests, that she had any Goods in her for France; Not your *MERCATOR* so much as mentioned it: But if you please to read the Publick Papers, you shall see the Trick discovered.

Postman, No. 6460. December 10.

‘ Plymouth, December 6. The 4th came in the Thomas and Samuel of London, for Marseilles.

‘ What a monstrous unheard-of Port is this of THE STREIGHTS; and how does it devour promiscuously our Trade to Spain, to France, and to Italy, without distinction! What Account now can the Custom-house give of our Exportations to France! seeing all the Loading of this Ship is Entred in their Books to THE STREIGHTS! Whereas when the Captain comes to be asked at Plymouth, whither he is Bound, he, not being in the Secret, honestly declares himself Bound for Marseilles; Not a Trading Voyage up the Straights, as some Ships are, but simply and singly for Marseilles.

‘ But this is not all: In the Flying-Post, Daily-Courant, and Post-Boy of the same Week, we have an Account of Two English Ships Laden with Pork, and Bound to Marseilles, being brought into Barcelona. No Question this Pork was Entred out for the Straights, if it was Pork. But the French Prints say it was Filth; of which more hereafter.

‘ Now besides this; I can give you an Account of Two Ships arrived at Marseilles Loaden with Corn, having on Board the One

100 Last of Barley
50 Last of Rye
30 Last of Beans.

And in the Other

100 Last of Wheat
70 Last of Oates.

‘ This makes in all at least 3500 Quarter of Corn. Will these People tell us, this Corn was only laid up there as in a Store-house, and was to be carried away again?

‘ Now as to the Loading of the Thomas and Samuel, it would be no Injustice to any Calculator to reckon, that all the Goods Entred for the Straights, for some certain Days before her being Clear'd, were Entred on Board her, and ship'd for Marseilles; for as to Leghorn, Venice, and other Ports in the Straights, there were open Entries for those Ports every Day, during that time; so that the only Port concealed was this of Marseilles: The Design of which is well known to be a popular Combination to Conceal the just Appearance of the Trade to France.

‘ Now the Account of Goods Exported under the Cover of the General Head THE STREIGHTS for Ten Days, before the Thomas and Samuel was Cleared out, stands thus in the Custom-house Books:

From the 6th to the 18th of November.

120 Fodder 13 C. Lead
10 Ton Lead Shot
4 Ton Lead Oar
14 Ton Block Tin
36 C. Pewter
6 C. Wrought Iron and Brass
40 Spanish Cloths
20 Long Cloths
204 Kerfies
50 Single Dozens
50 Double Bays
431 C. Leather
59 Dozen Hats
1730 Perpets and Serges
1635 Stuffs and Says
4529 Barrels Red Herrings



‘ All these Goods were Entred at the Custom-house for the Straights in Eleven Days, immediately before the Thomas and Samuel was clear'd out for the Straights, but Bound for Marseilles.

‘ You cannot in Justice but allow all, or a very great part of these Goods to be ship'd to Marseilles; if they do not give a particular Account to the contrary, which it is believed they will not; and if they should, it remains for them to look back farther; for such a Ship as the Thomas and Samuel was not Loaded in Ten Days. I only take the Eleven Days as a Specimen.

‘ Now these People have but One old Shift to come off of this, and that is a most Scandalous One as ever was brought, (viz.) That Marseilles is a Free Port, and these Goods may be only laid up there, to be carried somewhere else. It is enough to you, that you prove a vast Quantity of Goods carried to France. Let these People prove, what the French do with them if they think fit, what is that to us?

‘ But they Ring Changes now upon the *MERCATOR*, and say, that to Day you are for Complaining, that our Goods do not go to France, and to Morrow for proving, that vast Quantities do go to France: And is this such a Mystery! Would not a Boy, that had served but Two Years to a Merchant, see the reason of it? Is it not a very good Inference, That seeing notwithstanding the heavy Duties in France, such exceeding Exportations are made thither every Day, those Exportations must of Necessity be infinitely greater, if those heavy Duties in France were taken off! What blinded People are you Talking to, that these Things should need so much as to be mentioned.

It is a just Reason for laying open, what a Trade we now carry on, that our People may see, what a Trade they would have had, if the Obstinacy of a prepossession had not shut us out of it, to gratifie our Neighbours for a Year past; during which time, if our Accounts from Roan, Bourdeaux, Nants, Rochelle, St. Maloes, Diep, Havre, Dunkirk, and other Ports in France are true, the Dutch have Carried into France in East-India, West-India, and even English Goods also, near a Million; which might have been Carried by us, and the Profits have been Ours.

‘ This is our Case; and the Party, who act thus, please themselves with it, and say it is better the Dutch should have the Trade than the English. So absurdly will Men Talk, who are bent upon the Ruine of their Country, to carry on their private Designs.

From the CUSTOM-HOUSE.

*Exported to France in Three Days,
December 7, 8, 9.*

28 C. Block-Tin
47 Fodder 10 C. Lead
4 Ton Lead Shot
24 C. Wrought Iron
4281 l. Cotton Wooll
200 l. Cotton Yarn
525 Quarter Barley, at 21 s. per Quarter
150 Quarter Beans
29 Quarter Oatmeal
525 Pieces Glass Wares
5 Groce Pastboards
38 Gallons Canary
7 Ton 8 C. Copperas
50 Ton Logwood
15 Ton Nicorago Wood
651 l. Pepper
19186 l. Virginia Tobacco
* 4959 l.

Bullion Exported in ditto Time.

Straights	218 oz. Silver
Turkey	4000 oz.
India	66390 oz.
	70608 oz.

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